

termed whether the circumstances were such as to warrant the action taken.

"I am confident, at least I hope, that the final explanation will be quite satisfactory. If the commander of the submarine disobeyed his instructions, I feel sure my government will not hesitate to satisfactorily adjust the matter."

"From the answer made to the last note on the Ancon, also, it is quite evident that the Austro-Hungarian government will not countenance any act which is wrong."

TELETONIC CIRCLES

CONFIDENT OF SETTLEMENT

Complete confidence prevails in Austro-Hungarian circles that if an Austro-Hungarian submarine sank the Persia without warning, the act would be disavowed, prompt reparation made for American lives lost, and the submarine commander severely punished.

It is understood Baron Zwiednick will call upon Secretary Lansing tomorrow for the purpose of informally conveying his views on the subject and endeavor to gain an understanding of the views of the United States for the information of his government.

Only one dispatch concerning the sinking of the Persia was received today by the State Department. It came from Consul Garrels, at Alexandria, Egypt, and indicated that Consul McNeely, on his way to his post, had been lost. He was last seen in the water before the steamship went down. Consul Garrels reported also that Charles H. Grant, of Boston, another American who was aboard the Persia, was among the survivors. No submarine was seen by the survivors, according to the consul's report, but an officer of the ship said he saw the wake of a torpedo. The Persia went down in five minutes. This dispatch was immediately forwarded to President Wilson at Hot Springs.

While Secretary Lansing declined to comment on the situation confronting the United States it became known that he and other officials were awaiting full information before forming an opinion and determining upon any action.

NOT CONVINCED THAT

SUBMARINE SANK PERSIA

Officials expressed themselves as not being convinced that a submarine sank the Persia. They were impressed by the statement in the dispatch from Alexandria that the wake of a torpedo had been seen, though no submarine was visible. Navy officers who were consulted said they would consider it out of the ordinary, although not impossible, that a torpedo fired by a submarine should leave a visible wake.

Discussion of the case today showed that officials generally felt that the United States had become known that he and other officials were awaiting full information before forming an opinion and determining upon any action.

The Arable was torpedoed at a time when it appeared that the submarine was contrary to Germany was on the road to the Mediterranean. A week later Count von Bernstorff, the German ambassador, received instructions to assure the United States government that full satisfaction "more than a day" would be given by the Berlin government should the circumstances, as they were then represented, prove to be correct.

MAY ADDRESS INQUIRIES

TO ALL THREE NATIONS

Should the developments warrant it, and should the mystery surrounding the nationality of the submarine remain unsolved, the United States, it was said, probably will address inquiries to Germany, Austria and Turkey. Only nations whose submarines might be in the Mediterranean. The inquiries necessarily would have to be sent to all three nations, although it is certain in official circles that Austria is the only one of them that has submarines in that vicinity.

This belief is based primarily upon a statement recently made by Count von Bernstorff, to the effect that no German or Turkish submarines were known to be operating there.

Any action taken by the United States will be based upon affidavits from passengers, particularly American, rather than upon officers of the ship. Fluid details as to what action, if any, is to be taken, will be made by the President, who will return to Washington from Hot Springs in a day or two.

Several points remain to be cleared up. The State Department expects a despatch additional corroboration of the statement that the wake of a torpedo was seen. It regards as being significant the fact that the vessel went down in five minutes, and desires all details upon this point, although it is assumed that Consul Garrels based the statement upon information received from passengers.

It is understood that the Lusitania and the Ancon negotiations will be allowed to remain in their present status until more definite details regarding the circumstances of the sinking of the Persia are at hand.

TWO BOATLOADS DRAWN

DOWN BY SINKING SHIP

A dispatch to the Times from Cairo says that two boatloads of people were drawn down with the steamer Persia when she sank, as there was no time to cut the ropes. Four boats got away, but it was three hours before a trawler picked them up. Several ships passed by without assisting the refugees, being afraid, presumably, of decoys. Most of the passengers were thrown into the water when the vessel heeled over.

MOTHER OF LOST CONSUL

AT POINT OF DEATH

CHARLOTTE, N. C., January 2.—Mrs. W. McNeely, mother of Consul R. L. McNeely, lost on the Persia, says a Monroe special, is almost at the point of death from a stroke of paralysis sustained last week, and has not been informed of the disaster that overtook her son.

CABLEGRAM ANNOUNCES

SAFETY OF GRANT

MEDFORD, MASS., January 2.—A cablegram announcing the safety of Charles F. Grant, of Boston, sunk by a submarine in the Mediterranean, was received today by his mother and sister, Mrs. William P. Hizer, of this city. The message was sent by Mr. Grant from Alexandria, and consisted of the single word, "Saved."

CONSUL McNEELY NOT

ACCOMPANIED BY BROTHER

MONROE, N. C., January 2.—Robert N. McNeely, American consul at Adea, who is reported to have been lost on the Persia, was not accompanied by his brother, C. D. McNeely, of Waxhaw, N. C., according

Survivors of Persia to Number of 158
Reported Landed at Alexandria

SURVIVORS of the British passenger steamer Persia to the number of 158 are reported to have been landed at Alexandria. The survivors comprised fifty-nine passengers and ninety-nine of the crew.

Latest advices say that the Persia, which was torpedoed off the island of Crete, in the Mediterranean, sank in five minutes. Robert N. McNeely, American consul at Adea, is believed to have lost his life. One American is reported to have been saved. Other American passengers have not been accounted for.

Russian advices indicate a powerful offensive movement by the Russians in the campaign in Galicia and Volhynia, along a front of nearly 300 miles. The Russians have made considerable gains, and their efforts are considered to be aimed to relieve the situation in the Balkans, and likely to have an influence over the future attitude of Roumania.

There has been no fighting in the southern part of the Balkan Peninsula, and at Saloniki the extensive allies have made good use of the period of quiescence to add to their defensive position.

A statement made at the McNeely home today.

Consul McNeely was said yesterday to have been with the consul on the Persia as his secretary.

WOULD REORGANIZE

STATE ROAD WORK

(Continued from First Page.)

any road may be constructed, being covered in many cases with mud roads on each side.

The improvement of all main-travel roads to a general average, consistent with traffic conditions and regular maintenance, and the construction of a few trunk roads, are the principles that must be recognized in the Virginia road law before we can hope for any genuine and comprehensive road improvement.

A central agency, such as the State Highway Commission, if its activities are properly confined, can perform many useful functions. Acting in an advisory capacity to local communities, it can furnish expert advice when needed; it can co-ordinate the standard of road construction; it can protect the State's interest and enforce the mandatory provisions of the law.

MANAGEMENT ESSENTIALLY LOCAL

But the economical construction and maintenance of roads necessarily is largely a matter of local control, and the management of roads is essentially local.

The fault of the Highway Commission, which is inherent in the system upon which it is organized, is that it sends out agents often totally unfamiliar with local conditions, whose interference results in wasteful managements and costs entirely out of proportion to the money spent.

After the Highway Commission has accepted an engineer employed by the county, the engineer is sent out, leaving over him some members of the staff of the Richmond office. In many instances these engineers employed by the counties are more competent because they are familiar with local conditions than the young men sent out from the office of the Highway Commission.

Certainly local authorities who put up half of the money for State construction and all the money for local road construction are entitled to consideration as to the nature of the road to be built, the location and other details.

ROAD CONSTRUCTION

SHOULD BE STANDARDIZED

In my opinion, State-aid road construction in Virginia should be standardized. The Highway Commission should be an advisory bureau to the local officials, with sufficient authority to see that the law is carried out, but should not be vested with control of the actual expenditure of the funds, providing competent and approved engineers are employed by the localities.

The types of roads to which State-aid funds can be applied should be clearly defined by law, and State funds should only be applied to such standardized types.

State-aid roads should be a stimulus and incentive to localities to extend road construction, but instead of that, the manner in which the State aid road law has been administered in the Valley of Virginia has actually retarded road improvement. The people are thoroughly dissatisfied with the provisions of the present law, with the construction of an individual road of type and excessive overhead cost.

The Valley counties where limestone, the best road material, is available are actually penalized under the existing law, as the overhead cost of construction requires the construction of water-bound macadam road costing from \$4,000 to \$5,000 per mile, while in other sections it is permitted to build, with State aid, sandy roads costing about \$800 per mile.

WOULD USE NATURAL

ADVANTAGES OF LOCALITY

It has frequently been demonstrated that durable and excellent roads can be constructed with rough limestone, with a small application of limestone, with a smaller size, without the expense of water binding. The action of traffic will soon pulverize the limestone, and the road will be as good as new. It is a solid bed, presenting at the end of several months a smooth and uniform surface. Such roads cost from \$700 to \$1,000 per mile and have proven to be durable and economical.

The law should have sufficient flexibility to utilize the native material in different sections in the most economical manner. Roads in outlying districts can be permanently improved by reducing the grades, crowning, ditching and culverting. The improvement of such roads should be permitted with a small application of State aid, which can be done at small cost. State aid should also be available for the erection of bridges and construction of culverts.

TO BE INTRODUCED

I will introduce at the coming session amendments to the present law as follows:

- (1) To provide for regular maintenance at reasonable overhead cost.
- (2) To increase the expenditure of the joint road fund, both for construction and maintenance, so far as it is consistent with judicious disbursement, and thereby reduce the present excessive administrative overhead.
- (3) To give flexibility to the law, so as to permit the improvement with State aid of four types of road varying in cost, so as to be adaptable to local conditions, and to utilize the native materials to the best advantage.
- (4) To give the Board of Supervisors

In the Dardanelles, Constantinople reports continued engagements, in which both land and sea forces took part.

The British Prime Minister, Mr. Asquith, has informed the Amalgamated Society of Engineers, a powerful trade-union organization, that he will agree to the demands for their consent to the employment of skilled labor should be employed in the manufacture of munitions. Mr. Asquith asked for assurances that, should a measure to safeguard the employment of diluted labor be introduced, it would end the long series of demands and grievances for the trade-unionists.

The Premier is to introduce his conscription bill in Parliament on Wednesday next, and it is reported that he desires to inaugurate a tour of inspection to the front. The Irish Nationalists are to offer strong opposition to it. It has been reported that Ireland is not to be included in the territory, but an official announcement says that Ireland will be included.

A little fighting has been in progress in the western theater of war.

discretionary power to select the type best fitted for the particular roadway. It is desired to improve, each type to be graded, crowned, drained and ditched.

These constitute the only permanent features of road construction and lay the foundation for subsequent treatments, so that step by step a comprehensive improvement of all main-travel roads can be secured at minimum cost.

FOUR STANDARD TYPES

OF VARYING COST

The types will vary in cost from \$200 or more per mile for type No. 1 to \$4,000 to \$5,000 for type No. 4, this type being similar to type now adopted by the State Highway Commission, and can be selected by the Board of Supervisors, if concentrated traffic conditions which the construction of such a high-priced road.

By giving the Board of Supervisors the authority to select the type of road, option is given to the people through their representatives, so that the type best suited to local conditions may be built.

As the State Highway Commission will have the authority to see that the mandatory features of the law are carried out by the local authorities, the Board of Supervisors, at minimum overhead cost, will be secured.

NO CHANGE AGAINST

PERSONNEL OF COMMISSION

While I differ with the State Highway Commission as to how to best expend the State highway fund, I have no change to make against the personnel of the commission.

The law and the impossible theory on which it is based is mainly responsible for public disapproval.

We must recognize the fact that road construction is a practical, and not a theoretical question, and should be dealt with accordingly.

I believe that no greater responsibility rests upon a member of the General Assembly than the enactment of such road laws as will put Virginia in the forefront in road improvement.

A road law as to accomplish its purpose must be practical, and supported by public approval, otherwise the administration of the law is regarded and the taxpayers will not be willing to submit to a practical and not a theoretical question, and should be dealt with accordingly.

GORDONSVILLE

SWEEP BY FLAMES

(Continued from First Page.)

way conductor, was the owner of the Gordonsville National bank building. This building was burned to the ground.

TRAINS MAKE QUICK TIME

ON WAY TO TOWN'S RESCUE

The special trains on which the first companies from Charlottesville and Orange were brought to Gordonsville made quick time, the Charlottesville company arriving at 1:47 o'clock and the Orange company at 2:07.

The Charlottesville company had been ordered out by the Mayor of the town at 12:35 and left for Gordonsville at 1:15, making the trip of twenty-one miles in thirty-two minutes.

It was decided not to unload the Charlottesville company, and it took up the fight from the flat-car on which it had been brought to this town.

The Orange company, however, was unloaded and taken to the eastern section to fight the blaze there.

At 2:30 o'clock the blaze threatened the second business block and a building there was afire. It was thought, however, that the firemen would be able to gain control of the conflagration and would be able to save the greater part of this block.

At 2:45 it was believed that the fire had been brought under control.

SPECTACULAR BLAZE

IS SEEN FOR MILES

The blaze was a spectacular one, and could be seen for twenty miles around. The town's entire population turned out, and people came from miles around.

Mrs. Belton, wife of Chesapeake and Ohio Dispatcher W. T. Belton, of Richmond, was made critically ill from excitement following the loss of all her household effects.

There is danger of water supply running short. The water is secured from town reservoir and is being pumped through the Chesapeake and Ohio tank into a railroad engine and from thence to fire engine.

The fire was confined mainly to business section of town.

FOR RELIEF OF JEWS

Between \$50,000 and \$75,000 Raised at Meetings in Baltimore, Attended by Almost 5,000 Persons.

BALTIMORE, January 2.—Between \$50,000 and \$75,000 were the estimates of the sum raised for the relief of Jews stricken by the European war at meetings here to-night attended by about 5,000 persons. A telegram from President Wilson was read expressing "found sympathy with the object of the meetings, and my sincere hope that there will be an outpouring for the relief of this distressed people."

ARRIVES IN ATHENS

LONDON, January 2.—King Peter, of Serbia, who reached King last week from Albania, is said by Reuters correspondent at Athens to have arrived at Athens on a battleship. He was accompanied by several ministers and officers.

FORD STILL CONFIDENT
OF ULTIMATE SUCCESS

Returning Pilgrim in No Wise Cast Down Over Progress of Peace Mission.

IN CONFERENCE WITH BRYAN

Talks Over With Former Secretary of State Plans for Future—Both Think Trip Partly Successful, Even Before It Started.

NEW YORK, January 2.—Henry Ford, who led the peace expedition which left here on December 4 on the steamer Oscar II. for Copenhagen, in the hope of bringing about a conference of neutral nations that would end the war, arrived here to-day on the steamer Horgensford. He confirmed cable reports that his return had been hastened by illness, but it made a difference of only a few days, he said, as he intended when he left to come back this month.

NOW BELIEVE PEOPLE

RESPONSIBLE FOR WAR

Mr. Ford declared his views as to the cause of the war have undergone a marked change. When he left, he said, he was of the opinion that bankers, munition-makers and manufacturers of armaments were the cause of the war, but he returns with the belief that it is the people's fault. The men doing the fighting have been too content to let those who rule do their thinking, and they have not taken their divine right to say for themselves what they shall do, the pacifist said.

"I personally have been a voter thirty-one years, and in all that time I have voted only six times and then because my wife made me."

Of the eventual success of the peace mission, Mr. Ford declared he had no doubt. "The movement is now organized and under way," he said. "While people are talking about it, and while people are criticizing, when people talk they think, and when they think, they think right."

NO CHANGE IN MADE

IN ORIGINAL PLANS

Mr. Ford's future plans with respect to the peace expedition are uncertain, he said. While he had several ideas in mind, he deemed it too early to speak of them. He left the party in charge of Gaston Plantiff, he stated, in accordance with his original plans; and, despite all reports to the contrary, when the party left the Oscar II, it was as harmonious as could be desired.

"The main idea of the mission," continued Mr. Ford, "was to crystallize the concrete form, if possible, the various ideas and hopes for peace which prevail all over the world. The nations doing the fighting would be glad to stop it if they could, I believe, but they are afraid to let it go."

"Those who accompanied me on the Oscar II. were as fine a body of people for that particular mission as I could ask, and the delegates that met us at Kristiania were all good men, all simply financial and carrying out as far as possible the work set under way last year at The Hague at the meeting of the Women's International Peace Congress. This work will eventually bring Europe to its senses and stop the war."

"If what I have done will bring peace only one day nearer, I shall be more than repaid. Every day the war is shortened will save 30,000 lives, and 30,000 lives will mean much towards restoring normal conditions."

WILL CHARTER ANOTHER SHIP

IF HE FINDS IT NECESSARY

"If necessary, I will again go to Europe, and if it will help matters I will charter another ship. I am not doing it for personal glory, gain or advertising. I have more money now than I can use, and I feel I am simply custodian of what I have. It was entrusted to me by the people, some of whom are fighting in the trenches."

Commenting on the preparedness issue in President Wilson's message, Mr. Ford said:

"I am against preparedness, as preparedness means war. No man will arm himself unless he means to attack. Even when he takes a fork in his hand, he is preparing to attack an oyster or a beefsteak."

"It would be better for the administration to start out first if the people themselves were all good men. If they do, they will eventually get what Europe is getting now. As to other features of President Wilson's message, especially with reference to trade and a greater merchant marine, we are all with him on that."

At the request of Secretary of the Treasury, Mr. Ford, Collector of the Port of New York, arranged for Mr. Ford, a member of the navy consulting board, to be taken to the Horgensford on a special customs permit as soon as the ship cleared quarantine.

Mrs. Ford, their son, Edsel Ford, W. A. Livingston, a friend, and Mrs. Samuel Marquis, of Detroit, whose husband returned with Mr. Ford, went down the bay to meet them.

FORD AND BRYAN

IN LONG DISCUSSION

Mr. Ford and William Jennings Bryan to-night laid plans for restoring peace in Europe, reaching New York in the early morning. Mr. Ford was joined at the Waldorf to-night by Mr. Bryan. The latter made a hurried trip from Washington to meet the Detroit philanthropist, and returned to the capital at midnight.

They did not disclose the nature of their plans, but following the conference Mr. Bryan said:

"Mr. Ford and I heard a report in midweek that I was going to the Hague on Tuesday. I was anxious to talk with me before my departure, if it was true that I was going. But it is not true that I am going on Tuesday. Indeed, it is not certain that I am going at all."

Arriving at the Waldorf at 8:40 P. M., Mr. Bryan at once went to Mr. Ford's headquarters on the twelfth floor. They remained in conference for more than an hour. Afterwards Mr. Bryan said:

"You must excuse me from discussing any of Mr. Ford's plans at this time."

He was told that Mr. Ford had said he felt already amply repaid by what had been accomplished.

"I think the expedition had achieved a partial success," said Mr. Bryan, "even before it started. The mere discussion of peace was in itself an advantage. Then, I think the presence

Sir John A. Simon
Will Quit Cabinet

Secretary of State for Home Affairs Resigns 'for Convenience Sake.'

LONDON, January 2.—The Chronicle announces definitely that Sir John A. Simon, Secretary of State for Home Affairs, resigns from the Cabinet, thus breaking his British ministerial career for convenience sake.

Sir John A. Simon entered Parliament in 1906 and joined the ministry as Solicitor-General, afterwards as Attorney-General. He is so strong a pacifist that he was almost decided to resign when Viscount Morley and John Burns when the war broke out. It was only the German violation of Belgian neutrality that induced him to remain as a member of the government.

When the coalition government was formed last May, Sir John refused the post of the post of Lord High Chancellor, made vacant by Viscount Haldane's retirement, because he preferred a political career, and became Home Secretary.

of the party in those other countries has strengthened the discussion of the subject there.

INFORMATION WILL AID

DISCUSSION OF TERMS

"I have no doubt also that the information the members of the party will gather will aid them in a discussion of the questions here relating to peace. And then I think there is an advantage in the very fact that one in Mr. Ford's position should devote himself so wholeheartedly and so disinterestedly to a movement of such importance."

"I mention these as incidental, entirely apart from the purpose of the trip."

"In the new plans that Mr. Ford is forming, to what extent will you participate?" Mr. Bryan was asked.

"I must ask you to get your information from Mr. Ford," Mr. Bryan replied.

Repeating that he would not go abroad immediately, Mr. Bryan said: "I think there is work here to-day, that for the present is more important."

"Do you mean," Mr. Bryan was asked, "that you regard the issue of preparedness in the United States as of greater importance than peace in Europe?"

"I wouldn't put it quite that way," he replied. "My own point of view is that the issue of preparedness here is of greater importance to me than anything I personally might do abroad in the interests of peace."

It is understood that Mr. Ford and Mr. Bryan went over the general results of the Ford expedition to date. Also, it is understood, they discussed a plan Mr. Ford has tentatively in view to send over at some future date another ship carrying peace envoys. The members of the second party are to be of greater importance to me than anything I personally might do abroad in the interests of peace."

PEACE PARTY STILL HOPES

TO PASS THROUGH GERMANY

COPENHAGEN, January 2 (via London).—After having decided to proceed to The Hague by sea, the members of the Ford peace party to-day made another effort to avoid the necessity of sailing through the North Sea, with its dangers from mines. They called on the German minister and urged him to obtain permission for the party to go to The Hague through Germany. It is understood no decision has been reached.

Although the passports of the Americans do not permit them to travel in belligerent countries, it is suggested that this point may be met by sending them without stop across German territory in cars with sealed doors.

The managers of the party have decided to charter a small vessel, at an expense of \$5,000, to go by sea to The Hague if consent to pass through Germany cannot be obtained. In this event, only the members of the party whose presence is regarded as necessary will be taken. The others, including the college students, will be sent back to the United States from Copenhagen.

MAYOR OF STOCKHOLM

QUITS PEACE PARTY

LONDON, January 2.—A Reuter dispatch from Copenhagen says that Mayor Lindgren, of Stockholm, who arrived at Copenhagen last week to join the Ford peace expedition, returned to Stockholm to-day. Eight Norwegian delegates have joined the party.

WITHOUT FOOD FOR 15 DAYS

Two Men, Two Women and Three Children Found in Starving Condition at Lighthouse in Gulf of Mexico.

NEW YORK, January 2.—Two men, two women and three children, all starving, who had been without food other than a few small fish for fifteen days, and the body of a woman, a victim of starvation, were found at Triangle Lighthouse, near the Yucatan coast in the Gulf of Mexico, on December 23 by officers of the steamship Mexico, which arrived here to-day from Mexico.

The occupants of the lighthouse, according to the ship's officers, had not been visited by a supply ship for more than four months.

Distress signals from the lighthouse, reading "We are starving," attracted the attention of the Mexico. A boat crew and the ship's surgeon were sent to the lighthouse with provisions sufficient to last a week. The Mexico reported the incident to the authorities at Progreso.

PANSTAVIAN REPORTS

ARE DENIED BY ALLIES

(Special Cable to The Times-Dispatch.) PARIS, January 2.—A "Panstavi" dispatch to the Temps says: "The Germans and Bulgarians are publishing fantastic reports of the great losses of the allies in their retreat to Saloniki. The Bulgarians do not hesitate to claim that 27,000 were killed. The truth is that the French losses are known not to exceed 1,500, while the British had only a single division in action. This division suffered but slightly."

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IRELAND COMPLICATES
CONSCRIPTION FIGHT

Both Factions Desire After War to Point to Their Services in Struggle.

NATIONALISTS AGAINST BILL

Still Doubtful Whether There Will Be Great Battle Over Issue in House, as Employment of Filibustering Tactics Is Uncertain.

LONDON, January 2.—Ireland's attitude makes a sharp complication in the path of even the limited measure of conscription that Premier Asquith proposed to ask Parliament to adopt. Earl Derby's experiment was not extended to Ireland. Therefore, Ireland's young men hardly can be included in a bill for the enlistment of unmarried men that failed to present themselves. Nevertheless the Nationalist party in the House of Commons will fight any compulsory scheme, as John Redmond, William Redmond and John Dillon have indicated.

Ulster's determination to fight home rule, when its enforcement is attempted, remains as strong as ever. Both Irish factions desire to be in a position after the war to point to their services in the struggle, and if the Nationalists fight universal service, the Ulster leaders will use that fact as an argument that Ulster is more loyal to the empire, and, therefore, deserving of more consideration.

It is still doubtful whether there will be a great battle in the House of Commons over conscription. The anti-conscriptionists claim to have 200 members determined to fight to the last ditch against what they denounce as the surrender of liberal principles, but other threats of last-ditch fights have been uttered during the war, notably by the opponents of the drink restrictions, and have come to nothing, the rebellious elements consenting, when the crucial hour arrived, to sacrifice their objections to the nation's welfare.

The Irish Nationalists may be counted upon to oppose Premier Asquith's bill, but whether they will use filibustering tactics in which they have had so much practice as Mr. Dillon has threatened, is doubtful. They will be supported by some Liberals, and an uncertain number of Conservatives. Whether the Labor party, as a party, will take the same path depends on the result of the labor unions' conference that have been called for this week.

ARMY STAFF WORKS OUT

PLAN FOR CENSORSHIP